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*Enclosure to Petition, dated St Andrews
N.B. August 18th 1838*

PROSPECTUS

OF THE

ST. ANDREWS AND QUEBEC

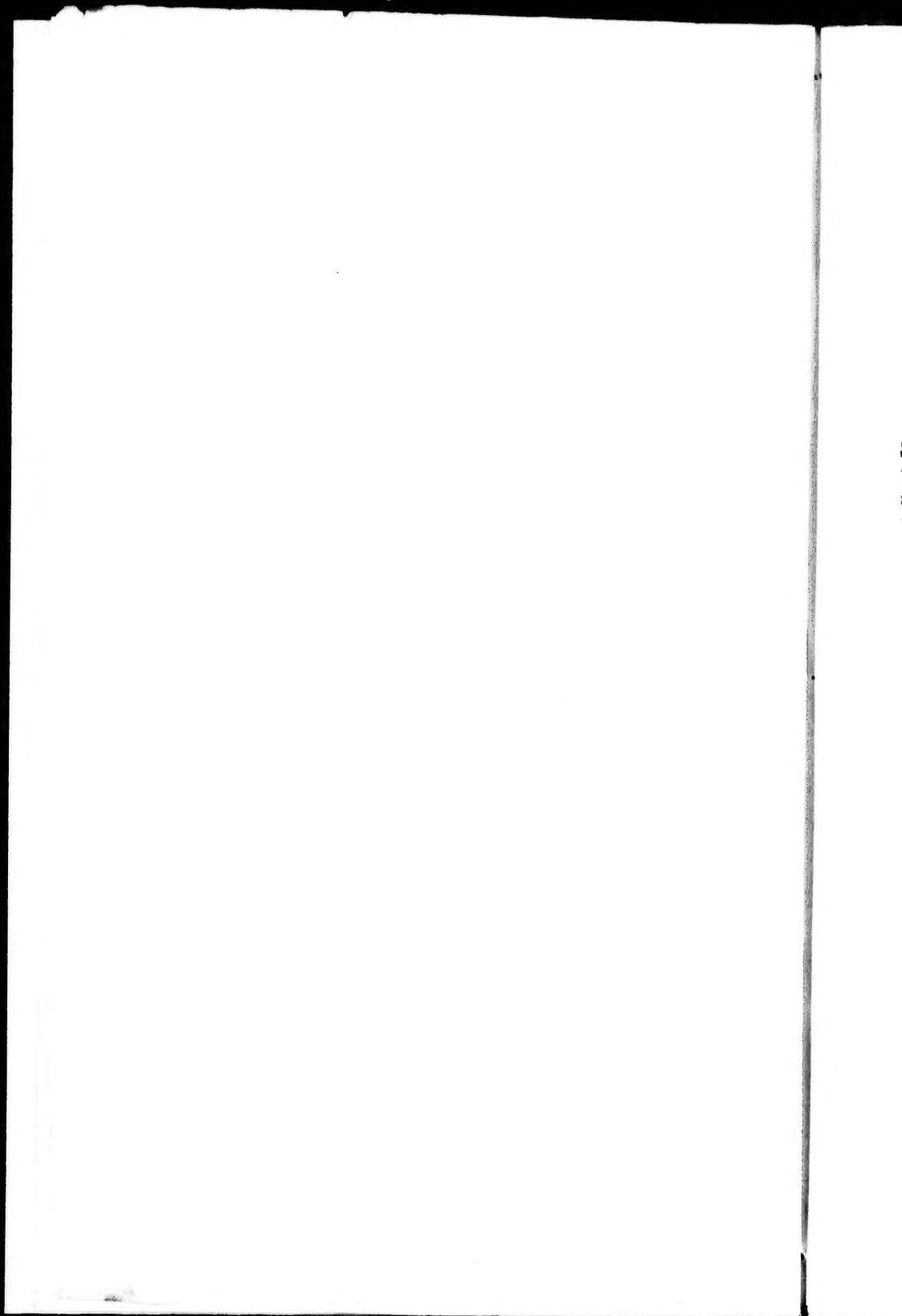
RAIL ROAD.

ST. ANDREWS.

PRINTED AT THE STANDARD OFFICE

Water-Street.

1836.



SAINT ANDREWS AND QUEBEC
RAIL ROAD.

A number of Inhabitants of the Town of St. Andrews in New Brunswick, convinced of the great national and commercial importance of a more immediate connexion and intercourse between Canada and the Lower Provinces on the Atlantic Ocean, did, on the 5th October 1835—form themselves into an association by the name of the *Saint Andrews and Quebec Rail Road Association*, for the express purpose of bringing into public notice the practicability of constructing a Rail Road between St. Andrews and Quebec, from a conviction, strengthened by the opinion of Henry Fairbairn, Esquire, published in the "United Service Journal" * that it was the best and most natural route, and having less difficulties to be overcome than any other that could be selected.

At the first meeting the following Resolutions were proposed and unanimously agreed to.

Resolved, "That in the opinion of this meeting, a
" Rail Road from Canada to the nearest and most
" convenient winter harbor in New Brunswick,

* See *Appendix* No. 1.

" would be of great national importance, and of
 " incalculable benefit to the interests of the North
 " American Provinces and to British Trade and
 " Commerce generally."

Resolved, "That it is the sense of this meeting
 " that the route or line of communication from
 " St. Andrews to Quebec, from all the informa-
 " tion that as yet can be relied upon, is the best
 " and most natural one in all probability that can
 " be proposed."

Resolved, "That the profit arising from transpor-
 " tation of Goods, Merchandize, Passengers, &c.
 " to and from Quebec and the Atlantic, would in
 " the opinion of this meeting, be commensurate
 " to the cost of constructing a Rail Road and fully
 " justify that great and important undertaking."

Resolved, "That an association be now formed to
 " endeavour by all possible means to promote the
 " desirable and splendid object of a Rail Road
 " from St. Andrews to Quebec."

The Association was then organised by the fol-
 lowing appointments.

Hon. JAMES ALLANSHAW, Chairman.

Thomas Wyer, Esquire, Dep. Chairman.

Harris Hatch,

John Wilson,

James Rait,

Samuel Frye,

J. McMaster,

Adam Jack, Secretary and Treasurer.

Committee
 of Management.

After certain preliminary proceedings, a De-

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putation consisting of Harris Hatch, John Wilson and James Rait, Esquires, was appointed, to lay before His Excellency Sir Archibald Campbell, Bart. Lieutenant Governor of the Province, &c. the views and objects of the association, and to solicit his sanction and patronage; which he was pleased to proffer in the most satisfactory manner; *and it is due to His Excellency to say, that, on all occasions, he has continued to aid and promote its designs with his high influence and able support.

The Deputation was also instructed to confer with the following Gentlemen, viz.

His Honor the Chief Justice.

The Hon. Wm. F. Odell,

“ “ Thos. Baillie,

“ “ Judge Botsford,

“ “ G. F. Street,

“ “ Joseph Cunard,

“ “ George Shore,

“ “ C. J. Peters,

“ “ Charles Simonds,

W. F. Owen, Esquire, and

E. N. Kendall, Esquire.

Who thereupon became members of the association, and subsequently were formed into a Standing Committee.

The prospect of encouragement being thus far satisfactory, it was suggested that an exploration of the country through which the intended road might pass, should be made so as to

* See *Appendix No. 2.*

warrant further proceedings: accordingly a subscription was entered into for that purpose: and a party, consisting of two Surveyors and four competent and experienced Woodsmen was fitted out and instructed to explore and ascertain the general face of the country and the extent and nature of any impediments that might occur on the intended route.

The Association having issued its circular, * and ascertained that the general opinion among the best informed in this Province, was favourable to the object of its institution, deemed it expedient to consult the Government and People of Lower Canada, and deputed for that purpose, Messrs. Harris Hatch, John Wilson, James Rait, and John McMaster, Esquires, who arrived at Quebec early in December, and submitted to the Governor-in-Chief, an abstract of its proceedings and designs; which he was pleased to sanction and forward in every possible way; the subject having been previously introduced to him by his Excellency Sir Archibald Campbell; as well as to His Excellency Sir Colin Campbell, Lieutenant Governor of Nova Scotia, by whom Captain Yule of the Royal Engineers was directed to afford his services to the association when required.

Both branches of the Legislature of Lower Canada also approbated the scheme and shewed the interest they took in it by passing the following Resolutions, viz:—

House of Assembly, Quebec,)

Wednesday 16th Dec. 1865. §

Resolved, That every facility should be given to

* See Appendix No. 3.

"meet the views of the Legislature of New-Brunswick, in opening any intercourse between the two Provinces."

Resolved, "That as soon as the Legislature of New Brunswick has passed an act to establish a Rail Road from St. Andrews to the Province Line, that every facility should be given to the enactment of a Law of a similar nature, upon conditions as favourable as may have been granted to any Rail Road Company within the Province."

Resolutions adopted by the Legislative ?
Council, Saturday, 19th Dec. 1835. }

Resolved, "That a Rail Road between the Port of St. Andrews in the Bay of Fundy, which is open at all seasons of the year, and the Port of Quebec, would greatly diminish the disadvantages under which the Province labors from the severity of its climate and the consequent periodical interruption of the navigation of the River St. Lawrence."

Resolved, "That the opening of such communication between the port before mentioned, would promote the settlement of the country, greatly facilitate the intercourse between this Province and the United Kingdom—extend the interchange of commodities between the British possessions in America—increase the demand for British manufactures, and be

“ the means of affording additional employment
“ to British Shipping.”

Resolved, “That for the foregoing reasons, it is
“ highly expedient to promote and facilitate the
“ views of the ‘St. Andrews and Quebec Rail
“ Road Association,’ and that so soon as the Le-
“ gislature of the Province of New Brunswick
“ shall have passed an Act to establish a Rail
“ Road between St. Andrews and the Province
“ Line, every facility ought to be given to the
“ enactment of a Law of a similar nature upon
“ conditions as favorable, as may have been
“ granted to any Rail Road Company within this
“ Province.”

Resolved, “That an humble address be presented
“ to His Excellency the Governor in Chief,
“ praying that His Excellency will be pleased
“ to transmit the above resolution to the Secre-
“ tary of State for the Colonial Department, as
“ the opinion of the Legislative Council upon
“ the subject to which it has reference; and
“ praying also that His Excellency will be pleas-
“ ed to recommend the subject to the favorable
“ consideration of His Majesty’s Government, if
“ His Excellency shall think fit to do so.”

The Inhabitants of Quebec and Montreal took
a warm interest in the measure, and zealously
came forward and signed a Petition to His Ma-
jesty for aid; and the Board of Trade of both
those Cities joined the Association, as will ap-
pear by the Correspondence with the Deputa-

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tion.* On the 16th of January 1836, the party of Exploration returned, having proceeded to the head waters of the St. John River near the Canadian line, and having found a very level tract for a Road without any material impediments, as will appear by their Report.†

The *splendid and highly interesting scheme for opening a certain and expeditious communication between Canada and the Atlantic Ocean by a Rail Road, from a point near Quebec to St. Andrews in New Brunswick, an open winter Port advantageously situated on the Bay of Fundy*, having now received the approbation and support of Earl Gosford, the Governor in Chief of British North America, the people of Lower Canada, and the two branches of its Legislature; of Sir Archibald Campbell Lieutenant Governor of New Brunswick, the people of that Province, and both branches of the Legislature,‡ it therefore becomes expedient, that the views of the Projectors should be more fully exhibited to the Public than has yet been done, in order that it may be enabled in some degree to appreciate the benefits likely to result from so great an undertaking, and to judge how far, and what degree of confidence may be placed in the investment of funds necessary for its completion.

* See Appendix No. 4.

† See Appendix No. 5.

‡ See Appendix No. 6.

When it is considered that the only natural outlet from and access to Canada, are by the St. Lawrence and that this River is as to Navigation closed more than half of the year, it becomes evident, that a Communication of the nature of a Rail Road must be of immense utility to such vast, flourishing, and fertile countries, and that the transportation of goods and commodities of various kinds would unquestionably be of a corresponding magnitude. The imports to and exports from these Countries have, in prospect, scarcely a limit. At present the former are extensive, but would be greatly and progressively enlarged by an increased facility of procuring them; particularly such articles as might be wanted when the usual and hitherto only source was closed to their introduction; and many of the latter, such as flour, grain, provisions, ashes and other products, are from the same cause excluded from a market until late in the Spring or early in Summer.

The contemplated Rail Road would remove all these obstructions and disadvantages, and command a large portion of the transportation of those goods and products at all seasons, and the whole during half of the year; thus securing to the Canadas an uninterrupted intercourse with all the world; but most especially with New-Brunswick, Nova Scotia, the West Indies and the United Kingdom; which with the consequent advantages of more speedy returns and greater accommodation, would advance the prosperity of all the Provinces, give an impulse to enterprise and production, and increase trade to an unknown

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extent. Indeed it would be but the commencement of internal improvement that must soon extend to the farther west, and concentrate an immense traffic of the utmost national importance.

This magnificent view should never for an instant be lost sight of, but be acted upon with all possible promptitude and energy, the urgency of which is indicated every day, and if not attended to, will shortly be manifested in the diversion of wealth and trade to neighboring Countries, with but little chance even of a partial recovery: the great value of which may, in a degree, be established by the circumstance of the rivalry now subsisting between the States of New York and Pennsylvania to obtain each a portion of it.*

To secure these unlimited and legitimate resources, it will be only necessary to construct a Rail Road from Quebec and Montreal to Lake Huron, in extension of that from Saint Andrews to Quebec, which may be done at an expense not exceeding one million pounds; thereby shortening the distance and almost uniting the Ocean and Great Lakes.

Another feature of great moment is presented to the interests of humanity by the preliminary and fundamental project now brought forward, in the inestimable benefits that would accrue to Emigration, both in comparative safety and shortness of voyage; by which the Emigrant would find his way to any part of Canada *cheaper and in*

* See Appendix No. 7.

less time than he could by any other route, and that without encountering the extra risk, too frequently experienced in the Gulf of St. Lawrence.

Nor are these the only views to be taken of the subject. The resources of 200 miles of rich forest Country would at once be opened and rendered productive ; and the timber and different kinds of Lumber procured on the tract of the Road would afford immediate employment, and yield of itself a large income, besides giving rise to towns, villages, and settlements along the whole line. Lime, gypsum, and superior slate quarries also are to be found in abundance and indications of Coal have been discovered.

Without entering into a detail of the various items from which the revenue will arise, a few of the leading ones may be adverted to as data by which general conclusions may be attained. As the road will necessarily pass through superior and abundant groves of yellow and red pine, and across minor streams and branches of rivers near excellent mill sites, no doubt can be entertained but that prodigious quantities of timber, boards, and deals, will be brought down for exportation which otherwise must for the most part be locked up for ages ; but allowing the moderate and average quantity of 100,000 tons annually to be transported at the rate of 5s. per ton, (about the cost of *river driving*,) and this item will pay £25,000 ; and taking the consumption of New-Brunswick and the northern part of Nova-Scotia as the standard of computation for flour, grain and provisions, it will be found at least equal to 110,000 barrels. which at

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t, which at

3s. per barrel, will be 16,500*l.* ; in all for these articles alone 41,500*l.* This may be said to apply at the present time with a reasonable expectation of arriving to double that sum ; and if the West India, and other imports, with passengers, emigrants, &c. are included, it must in rational probability be more than treble. The actual, or even probable amount of income, however, cannot be ascertained otherwise than by inference ; but enough is known of the nature and importance of the forests, and of Canadian import and production, to justify the conclusion, that the profits of transportation would warrant the undertaking ; and that they would be fully adequate to defray charges and pay interest for capital invested as soon as the road was fairly in operation ; and become shortly after, stock of greatly enhanced value : and this expectation is the more apparent from the certainty that the cars on the whole route will be loaded both ways, an advantage which few Rail Roads can possess.

The cost of constructing this Rail Road is unknown. The distance is supposed to be about 250 miles through an uncommonly level country, without the intervention of any ascents that would require stationary power, except at Point Levi, near Quebec, (See Surveyor's Report in Appendix, No. 7,) or of any impediments worthy of notice ; but taking as an estimate the expense of similar works in the United States, it is presumed, and confidently believed, that One Million sterling will be sufficient* ; and that little more than half that sum

* See Appendix, No. 8.

will be ample, should government make liberal grants in aid of the undertaking ; for which application has been made to His Majesty by petition. (*See Appendix, No. 9.*)

An Act has passed the Legislature of New-Brunswick without expense, incorporating 'The St. Andrews and Quebec Rail Road Company,' with a capital of 750,000*l.* divided into 30,000 shares of 25*l.* each, which, with a similar Act to be passed in Lower Canada, with a capital of 250,000*l.* will make one million, the full amount of the estimated expense ; or the capital of the latter may be greater if thought expedient.

When it is taken into consideration that the proposed Rail Road, the tract of which is indicated by the accompanying Plan, will be through wilderness country, with a plentiful supply of all kinds of timber wanted in constructing the works; where few bridges or embankments will be required, and where the right of way can be secured at little or no expense, there can be little doubt that the estimate will be found to exceed the actual cost.

In the neighboring States, Rail Roads are in the course of construction of far greater magnitude, and with much less inducement from immediate prospect of profitable returns, and many of them have greater difficulties to encounter than the one from *St. Andrews to Quebec* ; which latter the Association are induced to advocate from the most careful attention they have been able to give it, as being one of the

most splendid and promising routes ; and one that possesses more graphic and national features and advantages, than any other that has been, or probably can be, suggested in North America.

This statement and prospect the Association hope and trust will be admitted to be reasonable and satisfactory ; and they pledge for its accuracy —*all that they can*—the integrity of their deliberate investigation, and of their entire conviction.

James Allanshaw, <i>Chairman,</i>	
Thomas Wyer, <i>Dep'y. Chairman,</i>	
H. Hatch,	} <i>Committee of Management.</i>
Jno. Wilson,	
Jas. Rait,	
Saml. Frye,	
J. M'Master.	
Adam Jack, <i>Secretary.</i>	

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APPENDIX.

No. 1.

Extract from the United Service Journal.

"The British provinces in North America may also be raised into great and immediate prosperity by a judicious formation of Railways.

"Here I propose, first, to form a railway for waggons from Quebec to the harbour of Saint Andrews, upon the Bay of Fundy, a distance of one hundred and ninety-five miles, a work which will convey the whole trade of the St. Lawrence in a single day to the Atlantic waters,—cutting off a navigation of one thousand two hundred miles down the river Saint Lawrence and round the shores of Nova-Scotia. Thus the timber, provisions, ashes, and other exports of the provinces may be brought to the Atlantic, not only with more speed, regularity, and security than by the River St. Lawrence, but with the grand additional advantage of a navigation open at all seasons of the year, the harbor of Saint Andrews being capacious, deep, and never closed in the winter season, whilst the St. Lawrence is unnavigable from ice, from the month of November to May. The route of this work will lie through the government lands, opening fresh fields for the timber now rapidly disappearing from the banks of the navigable rivers; and by means of this railway, great bodies of land which for ages would remain inaccessible in the absence of inland navigation, may thus be converted into a splendid source of revenue. The mode of construction may be copied from the railways now in progress of formation in the United States, which are laid down upon timber, and though that material will not possess the durability of stone, still the ground work may be renewed at little cost; and when the clearing of the roads in the vicinity of the railway shall have rendered timber less accessible, the whole may be permanently reconstructed from stone, which then may be brought upon the railway at a

small expense. The construction of this work will furnish immediate employment for a great body of emigrants, whilst, being undertaken by the government, the cost for the land and the labor will be saved, and, judging from the estimates for railways in the United States, where the flat rail is in use, the expense for iron work and labor may be estimated at £5,000 per mile, or 980,000 for a distance of one hundred and ninety-five miles from Quebec to St. Andrews, a sum which may be realised in a single month by the sale of the public lands, which then will be purchased with avidity in the vicinity of the railway.

" Indeed, if the difficulties and expense of constructing these works in our North American Colonies were tenfold greater, an imperative necessity would exist for their adoption, if it is desired by the government of this country to maintain an equality of commercial advantages with the neighbouring United States. For the splendid advantages of the railway system are well understood in that country, where great navigable rivers are about to be superseded by railways of vast magnitude, reaching over hundreds of miles. Upon one of these, about ninety miles are already completed from Charleston through the States of South Carolina and Tennessee to the Mississippi at the mouth of the Ohio, a distance of six hundred miles. Another great line is rapidly approaching to completion from Baltimore to the Ohio; and a third is now proposed from Philadelphia to the Western States, in the course of which it is proposed to tunnel the Alleghany mountains.— Indeed, in no country will the results of the railway system be so extensive as in the United States, for it will annihilate their only disadvantage—inland distance from the sea; and it will effect the work of centuries to connect, consolidate and strengthen the giant territory, laying beneath all climates and spreading over a quarter of the globe. If then we would contend with these advantages in our North American provinces, it is only by similar works that we can bring to the Atlantic the agricultural exports of the Colonies, and secure the stream of emigration, which otherwise, with the facility of inland transportation, will be rapidly diverted to the western regions of the United States.

" Countless other advantages will result from this wonderful system, for it is a victory gained over space, the results of which will be boundless to the future destinies of mankind.

HENRY FAIRBAIRN."

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No. 2.

From the St. Andrews Standard.

A Meeting of the "Saint Andrews and Quebec Rail Road Association," took place last evening, at Smith's News Room, for the purpose of receiving a report from the Deputation appointed to wait upon His Excellency the Lieutenant Governor with an Address, as mentioned in our last number.

Thomas Wyer, Esquire, having taken the Chair, and order being called, the Report was submitted; and we have the satisfaction to say, that the result of the mission exceeds our most sanguine hopes. His Excellency Sir Archibald Campbell received the Deputation very cordially, and paid the utmost attention to the views and suggestions laid before him. Having considered the undertaking as a national concern of great importance, and that such a line of communication could not fail to result in solid advantages to these Provinces, His Excellency was pleased to say, that he was ready to meet the wishes of the Association to the extent of his power, and that he would correspond with His Excellency Sir Colin Campbell, the Commander in Chief, and through him bring the project under the notice of Lord Gosford, the Governor General in Canada. By this means the assistance of the scientific gentlemen of the Engineering Department at Quebec may be procured; and his Excellency is of opinion that no difficulty will exist in obtaining the valuable services of Capt. Yule, who has already examined a portion of the country through which the projected Rail Road will probably pass.

The following is the Address presented by the Deputation to the Lieutenant Governor:

*To His Excellency Major General Sir Archibald Campbell, Baronet,
G. C. B. Lieutenant Governor and Commander in Chief of the Province of New Brunswick, &c. &c. &c.*

MAY IT PLEASE YOUR EXCELLENCY,

The undersigned members of a committee lately appointed at a numerous and respectable meeting of the Merchants and principal Inhabitants of St. Andrews and its vicinity, to take into consideration the expediency of constructing a Rail way from this portion of His Majesty's North American Colonies to Quebec in Lower Canada, as will more fully appear by the accompanying Resolutions; beg leave most respectfully to suggest for Your Excellency's approbation, the utility and importance of such an undertaking.

In following up the unanimously expressed opinion of the well informed portion of this community, of the reciprocal and certain advantages that must accrue to the inhabitant of New Brunswick and the Canadas, by facilitating the transportation of commodities of British, Colonial, and Foreign origin, and opening up a high way for the immediate development of the vast and inexhaustible internal resources of this Country; and knowing Your Excellency's devotion to the welfare of this Province particularly, and to the encouragement of enterprise generally, are induced respectfully but earnestly to solicit, that Your Excellency will be pleased to take the premises into consideration, and grant such countenance and encouragement to the contemplated

important undertaking, as to Your Excellency may seem meet ; and, as
in duty bound, will ever pray.

H. HATCH,
JOHN WILSON,
JAMES RAIT,
S. FRYE,
J. McMASTER.

St. Andrews, Oct. 7, 1835.

To which His Excellency was pleased to direct the Honorable the
Provincial Secretary to make the following Reply :

FREDERICTON, Oct. 15, 1835.

Gentlemen,

I am directed by His Excellency Sir Archibald Campbell, to ac-
knowledge the receipt of your Address, conveying to His Excellency
the Resolutions passed at St. Andrews for taking into consideration the
construction of a Rail Road, from that place to Quebec.

His Excellency fully appreciates the zeal and spirit of enterprise
which prompts this undertaking, which, if accomplished, cannot fail to
be highly advantageous to all the British Provinces, not only in a
commercial point of view, but as affording a certain and speedy line of
communication, prove of great importance in other respects, His Ex-
cellency, therefore, ever desirous to promote, to the utmost of his
ability, the welfare of New Brunswick, will be most happy to give
every aid and support in his power to this measure, which meets his
full approbation, and to which he cordially wishes success.

Permit me, in making this communication, to express my own hope,
that your views and expectations in this important matter may be fully
realized.

I have the honor to be, &c.

WM. F. ODELL.

Harris Hatch,
John Wilson,
James Rait,
Samuel Frye,
J. McMaster.

} Esquires.

No 3. (CIRCULAR.)

St. Andrews, New Brunswick, }
November 2d, 1835. }

SIR—The great and desirable object of opening a communi-
cation from Quebec to the Atlantic shore by a Rail Road,
having been much agitated of late ; and it having become a
question, " what Line or Route should be adopted,"—we beg
leave, on the part of an association formed in this town, to sug-
gest the one from Quebec to St. Andrews, as being in many
respects, preferable to any other which has been brought into
notice.

Saint Andrews is the nearest open winter-port to Quebec
on the British Atlantic shore, distant about 200 miles ; is safe,
and accessible to shipping every day in the year ; with an in-

ner and outer Harbor, capable of containing any number and size of vessels, that an extended commerce could require.

It is confidently believed by the association, that no natural obstruction of any kind will be found on the whole route, except such as may be met with in the vicinity of the Canada line, as almost the entire distance from that to St. Andrews, is represented to be nearly a level. What the exact difficulties, however, to the formation of a Rail-road may be, can only be determined by exploration and survey; but very little doubt is entertained that none of any magnitude will occur. Under these convictions, supported by the best information that can be collected, the Association feel confidence not only in suggesting to the public, the route from Quebec to Saint Andrews, but in claiming for that route, its special and mature consideration. In the conclusion to which, it may finally arrive, it is not to be suspected for one moment, that minor predilections will have the most distant influence; but it is taken for granted, that primary and national views and considerations, alone, will determine that important question.

The location of St. Andrews is most favourable both for imports from and exports to the West Indies, Europe, the United States, and Novascotia; indeed, as a Commercial port, it could scarcely be better situated; and in the event of the intended Steamboat communication from Valentia to America taking place, its position, in connexion with that of a Rail-road to Canada, could not be rivalled; to which end, measures have already been taken preparatory to an application to the Provincial Legislature, for an act of Incorporation.

We therefore request, most respectfully, but earnestly, that you will devote to the route now proposed, your best and most serious attention, in the hope and full assurance that strict investigation and impartial deliberation will amply confirm the short and imperfect view here taken of this highly momentous subject, identified, as it is, with the interests of millions and of ages to come.

We are respectfully, Sir,

Your most Obedient Humble Servants,

Adam Jack,
Secretary.

Harris Hatch,	} Committee of
John Wilson,	
James Rait,	
Samuel Frye,	
J. M'Master.	

Management.

No. 4.

Copy of a letter addressed to the Board of Trade of Quebec,
by the Deputation.

Quebec, 14th December, 1835.

Gentlemen,

With reference to the communication made to you by the Saint Andrews and Quebec Rail Road Association, under date the ultimo, and further referring to the interview, We as a Deputation from that Association, have been favoured with by a Committee from your body, respectfully beg to acquaint you, that full consideration has been bestowed upon the proposed undertaking of connecting Quebec with the Province of New Brunswick by a Rail Road. The advantages that would accrue, and grow from such a communication have been looked upon as all-important to those interested in the welfare of our Province, and we are convinced that the Mercantile and general interests of the Canadas would, to an equal extent be benefited, opening up, as the proposed Rail Road would do, a rich Lumbering Country, the whole supplies for which business must be received from Quebec, ensuring access to the Atlantic for the greater part of the Winter season, and thereby enabling the West India demand to be furnished entirely from this Port and further, permitting the lower Provinces to draw upon this port the supplies requisite for their own consumption, are certain enjoyments to be experienced: to which may be added many branches of Trade, that would naturally flow towards us, and consequently reach Quebec, the which are enjoyed at present, almost exclusively by the United States, and must continue so, unless a communication such as the one proposed is opened up.

Towards the accomplishment of this work, the Association have adopted sundry preliminary measures, such as forming the Association, opening correspondence with the Joint Stock Company now about formed in England, for the purpose of establishing a Steam Boat communication from an approved port in England, Scotland, or Ireland, to an approved port in British North America—having a Bill (preparatory to an Act of Incorporation) read at general Sessions of the Peace—opening communications with Sir Archibald Campbell and through him have had an interview with His Excellency Lord Gosford, and they have explored the intended route about half way, expecting to complete the exploration immediately, the Survey-

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ers having been absent on that duty since the 27th October, and in bringing matters to their present state, have met with ample countenance to warrant them in proceeding without delay, if the line for the whole distance was in the territory of New Brunswick; as, however, a great part of it is within the Province of Lower Canada, we deem it a matter of importance to the ultimate success of the undertaking, that a desire on the part of your Mercantile community be expressed, and in such a manner, as will exhibit to all, before whom our scheme may be laid, an undivided opinion of the value and importance of the undertaking in a national and mercantile point of view.

Already we have associated with ourselves, the leading characters of our own Province; and we do not discover how your expression of recommendation to the proposed work, can so certainly be made apparent to the parties with whom we will have to treat, as by your becoming associated with us; and in addition to your body, we would also wish to add, such other leading characters in your city as may be likely to add success to our work. In becoming members of our association, we call for no pecuniary aid, engaging as we do to defray all preliminary expences, and bring affairs to that state of maturity when we shall be enabled to decide whether we can succeed in procuring the requisite Capital or not, the first claim we will require to make upon you in the way of services will be to join us in a petition to the Home Government, praying for such assistance towards the commencement of the Rail Road as may appear reasonable, and should the grant be respectable, we entertain no fear of being able to sell the Stock, Government aid we conceive ourselves entitled to, on the principle of engaging to open a highway through the Wilderness; thereby enhancing the value of Government Lands, creating an extensive demand for labourers and placing at once into the hands of Government a valuable tract of Land fit for the location of Emigrants.

We will also require of you to name some of your friends in London who could be associated with our Chairman, the Hon: James Allanshaw, in a deputation to proceed to London for the purpose of laying our scheme before the Home Government, craving aid and ultimately bringing the Stock into Market.

The Deputation proposed by us are

Hon. James Allanshaw, Messrs. George Wylds & Co:
E. N. Kendall, Esquire, and Messrs. Anthony Gibbs, & Co:

with power that they add to their number, but we are desired to urge upon you the propriety of naming some two or three of your friends in London and writing to them acquainting them that they are appointed to act with those named by us.

The Petition referred to we propose having prepared prior to leaving this, and after getting it signed generally, request Lord Gosford to recommend it to the favourable consideration of the Mother Government, we will take it with us, and procure the further recommendation of our Governor of New Brunswick, Sir Archibald Campbell, who is a steady friend to our project, and we have no doubt also of receiving the aid of Sir Colin Campbell, Governor of Nova Scotia. The Capital Stock will be £1,000,000 (one million) of which 25 per cent will be opened in the Canadas, 25 per cent in New Brunswick and Nova Scotia, and 50 per cent in London, and should 50 per cent not be taken on this side the Atlantic, the balance will after proper time be carried to London.

We enclose extract from our Minute book of two resolutions passed and soliciting friendly co-operation.

We are very respectfully,

Gentlemen,

Your most obedient Servants,

Signed

HARRIS HATCH,
JOHN WILSON,
JOHN M'MASTER,
JAMES RAIT,

} Deputation from the St.
Andrews and Quebec Rail
Road Association.

Committee of Trade Room, }
Quebec 14th Dec. 1835.

GENTLEMEN,—We have received with much satisfaction your communication of this date, regarding the projected formation of a Rail Road to connect Quebec with the Province of New-Brunswick. Fully sensible of the value and importance of such an undertaking both in a national and mercantile point of view, we hasten to assure you of our most cordial co-operation and support. We therefore request to become Members of the St. Andrews and Quebec Rail Road Association, and shall use our utmost endeavors to unite with us as many of our fellow Citizens as possible.

We highly approve the various preliminary measures you have adopted or are now pursuing and shall be happy to join you in a Petition to the Home Government praying for assist-

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ance, and in soliciting His Excellency Lord Gosford's favorable consideration and support. For these purposes we have deputed Messrs Andrew Paterson, George Pemberton and William Walker, to act in concert with you, during your stay in this City; and we intend requesting the following Gentlemen to associate themselves with your proposed deputation to London, namely, Alexander Gillespie Jun. Nathaniel Gould, and William Pemberton, Esquires.

We have the honor to be,
Gentlemen,

Your most obt. Servants,

ANDREW PATERSON, *Acting Chairman.*
R. P. ROSS, *Secretary.*

Harris Hatch,
John Wilson,
John M'Master,
James Rait,

}
Esquires.

{ Deputation from the St. Andrews and Quebec Rail Road Association.

*Committee of Trade Room,
Montreal, Dec. 23d.*

The following is the Communication of the Board of Trade of Montreal, to the Deputation.

GENTLEMEN,—The Montreal Committee of Trade have received and perused with much satisfaction, the various documents you have submitted to them on the subject of a Rail Road between St. Andrews, in New Brunswick, and Quebec in this Province; and you had an opportunity of witnessing yesterday the very cordial manner in which the Members of the Committee are disposed to view the undertaking; for, in a national as well as in a commercial point of view, the completion of such a medium of intercourse between the different North American Colonies, appears to them to be of the first importance.

The undertaking will, therefore, be willingly promoted by this Committee, in the various ways suggested by you; and in the mean time, we have obtained as many signatures to your Petition to the King, as your short stay would permit.

The following Gentlemen. Members of this Committee, will consider themselves more immediately associated with you as a Sub-Committee for the purposes of this undertaking; but the Montreal Committee of Trade generally, will ever be ready to unite in affording you their most cordial support.

William Ritchie,
J. W. Duncombe,
Harrison Stephens,

}
}

Esqrs. a Sub-Committee for the affairs of the St. Andrews and Quebec Railroad Association

The Gentlemen in London nominated by the Quebec Committee of Trade, are precisely those that we would have been disposed to appoint, and we have only, therefore, to propose, that Henay Bliss, Esq. be added to them, as also G. R. Robinson, Esq. M. P. Chairman of the Lower Canada Land Company.

I have the honor to be, Gentlemen, your most obedient Servant,
GEORGE AULDJO,

Chairman of the Committee of Trade.

To John Wilson, and James Rait, Esqrs.
 a Deputation from the St. Andrews
 and Quebec Railroad Association.

The following Letter from Captain Yule, with the Report of the Surveyors employed by the Association to explore a route for a Rail Road to the headwaters of the Saint John in the direction of Quebec, will exhibit the general features of the proposed Line and afford data, from which conclusions may be drawn.

*Royal Engineer's Office, }
 Montreal, 24th Dec. 1836 }*

GENTLEMEN,—In reply to your letter of the 23rd inst. in which you mention that it is desirable that you carry to Sir Archibald Campbell my opinion of the practicability of continuing the projected Rail Road, from the point at which your Surveyors will finish their exploration, (viz. the forks of the River St. John) to Point Levi. I beg leave to inform you that in the reconnoissance made by me last summer, by order of Lord Aylmer, I examined the country from Point Levi to about eight miles from Lake Etchemin; and from the information which I then (and subsequently have) received. I have no doubt that this remaining portion of the country which is well known, although it has not been examined for the object in view, presents no material obstacle to the construction of a Rail Road.

With respect to that part of your Letter in which you do me the honor to ask me to give my views generally relative to a Rail Road between St. Andrews and Quebec, I cannot hope to be able to contribute any opinion which will render its importance more evident than is suggested by the geographical position of the former place.

The present times abound in works of this kind, and in the introduction of new projects, endeavors are made to magnify every kind of advantage: these however, are generally of a local nature.

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But the work now in contemplation is probably the most important of any single undertaking.

To Great Britain it may be considered as a great national object.

It is not merely to connect one Province with another; but in continuation of the projected route through Ireland, those existing in England, and in the course of being constructed in the United States, its object is a new, and by its nature, the speediest communication which it will ever be possible to obtain between Europe and America; England, Ireland and our Colonies to be the highway.

Such an object is far beyond the ordinary limits of commercial speculation.

I am Gentlemen,

Your most Obedient Servant,

P. YULE.

Capt. Roy. Engineers.

To JOHN WILSON, and JAMES RAIT, Esquires,
Of the Deputation from the Rail Road Committee of
St. Andrews.

Saint Andrews, Jan. 30, 1836.

GENTLEMEN,—In accordance with the arrangement entered into with you, and in obedience to the instructions you addressed to us, to explore a Route, and ascertain the practicability of making a Rail Road from this place to the Highlands, so called, on the borders of Canada, we proceeded on that service on the 28th of October last, and after encountering many unexpected obstacles and consequently much detention, we reached these Highlands on the 29th of December. The details of the route and the accompanying explanatory maps, we beg herewith to submit for your information.

Although we were directed to commence operations near the West branch of the Digdequash, we deemed it expedient first to repair to Foster's Hill in St. Davids, from which we were enabled to make such preliminary observations as served to facilitate our exploration among the hills at the source of Cranberry Brook. Here we assumed as a range for reference, a line No. 10 E. by the magnet, which bears to the West of Prospect Mountain, and to the East of the Palfrey ridges, agreeing with the course pointed out in our instructions. We then proceeded up the Digdequash to White Beaver Brook, and entered on the details of the route.

In order to render our numerous descriptions distinct and readily comprehended, we have separated the whole line into the following divisions:

- 1st. From White Beaver Brook to Forks of Eel River.
- 2d. " Forks of Eel River to Angle at Mars Hill.
- 3d. " Angle at Mars Hill to Restook River.
- 4th. " Restook River to Allagash River
- 5th. " Allagash River to River St. John.
- 6th. " River St. John to Highlands.

By reference to the Map, the LOCATION OF THE LINE which we recommend for adoption will be found tinted bright red.

The following is a record of that location, given without advertising to other particulars relating to it, which will be subsequently enumerated.

1st. Division. The point of commencement is in the North line of the Hon. James Allanshaw's Digdeguash Reserve, at about two miles West from its North eastern angle; thence Northerly, across White Beaver Brook and Stag Brook, to the Eastward of the fourth South Titcomb Lake; onward to Cranberry Brook, crossing it a few rods below the falls; keeping the East side of Cranberry Brook, at A is a pass, West of the South Shagamock Lake, and East of the North end of the Palfrey Mountains; at B cross the North Shagamock Lake stream; at C, enter No. 9 of the Howard Settlement, and proceed through Nos. 8 and 7 to D; thence the line turns Northwesterly to E; and thence, leaving the Oxbow and Great Falls of Eel River on the right, reaches the Forks at F.

2nd Division. Cross Eel River between 50 and 60 rods below the Forks, and keeping to the West of Oak Hill, proceed Northwesterly to the Holton Road at C, about 2 1-2 miles from the American Boundary Line; thence at H, cross the South branch of the Meduxnakik about a mile above the Forks, and at I cross the North branch at a boom about 2 1-2 miles above the Forks; thence on a course nearly parallel to the Boundary Line, onward to the Presqu'isle River at K, which is half a mile West of Wheeler's, and 40 rods West of the North and South dividing line between the 5th and 6th tier of lots; thence East of John Cronks; and at L pass between the houses of William and Henry Cronk; thence West of Ira Miller's, inclining nearly North by the Magnet to the Boundary Line, keeping Mars hill about 2 miles to the West.

3d Division. Here the route turns from M round the North end of Mars hill; and thence N. 70 West to N; thence to the Restook at O, crossing that river immediately below the mouth of the Big Machias Stream.

4th Division. Proceed on a general course N 75 West, and cross the Machias below the meadows and Forks at P, passing about a mile to the Southward of two hills called the Twins, thence North of Mount Saul and through the valley of St. Andrews and Caroline's Lakes, along a level tract to Q; thence up the

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North side of a Beaver Brook to a rise of land at R; thence down a valley to the Susquacook at S, and cross that stream; thence Northerly down the West side to opposite the Forks at T, and thence westerly to the Northeast of a high hardwood ridge, crossing the Allagash at V, about a mile below the First Lake.

5th Division. From hence the course is nearly a straight line, N 70 West to the River St. John, which it strikes about 15 miles below the Forks, and about 4 miles above the Islands.

6th Division. Across Saint John River, following nearly the same course as in the 4th Division; passing Grassy Lake Stream, and onward to the South end of Musk Lake at W; thence inclining Northerly to the North of Cariboo Lake at X; thence through a defile and dry barren to the South of Spruce Mountain at Y.

DESCRIPTION.

1st. Division. From observations made at Foster's hill, and supposing the line of the route from St. Andrews may cross the Digdeguash near Walton's Meadows, we assumed a level commencing at Foster's Lake, and extending to the end of the 1st. division.

It may be necessary to premise, that our conclusions of relative heights and distances, were drawn from close and constant examination of the ground we travelled over, and the adjacent tracts; and we think the results we have set down are in close approximation to the truth. Taking our elevation in St. David's at 100 feet over Foster's Lake, the river at Connick's dam would be 50 feet under the assumed level, which would run through Walton's meadows. The source of the Digdeguash at our first station near White Beaver Brook, we consider as 60 feet over the level, and the fourth Titcomb Lake the same. The Falls at Cranberry Brook are 20 feet higher, and the North end of the pass at the Shogamock, is of a similar elevation. The barren at Howard settlement is 10 feet lower, consequently 70 feet over the level. From thence to the Forks of Eel river there is a gradual descent, the route there being only 10 feet over the level, and to the West of Oak Mountain it comes to nothing. From the starting point to Benson's camp the land is low and broken, with soft wood growth interspersed with barrens, presenting no serious obstacle to the formation of a road. Cranberry Brook would require a bridge from 30 to 40 feet long, the banks being well adapted to its construction. Hence to the Eastward of Cranberry Lake, the valley extends with a gentle rise through Morasses and under-growth, having the magnificent chain of

the Palfrey Mountains on the west, and level plains and swells on the East, to the hills on the Westward of the Magaguadavic Lakes. We spent much time, and experienced much difficulty in ascertaining a pass among the highlands separating the Palfrey, Cranberry and Shogamock Lakes. The rise at A is so inconsiderable as to present no difficulty: the growth is good hardwood down to a small barren, at North Shogamock Lake. A small bridge would serve over this Lake Stream. On the North is very superior land, the growth being rockmaple, birch, large basswood, elm and ash. The banks of Eel river are exceedingly steep and wide at the top, and the tract North of the Howard settlement very mountainous; but the course we took to the Forks is crossed by undulating swells containing a mixed growth, decreasing in quality at the Great Bend. At this place there is much flat land and low intervals on both sides of Eel River, the stream being from 6 to 10 rods wide.

The bottom is a firm gravel with 8 feet deep of still water, and the apparent rise from freshets 5 feet. Should a bridge 12 rods long be erected here, a causeway from 20 to 30 rods would be required to pass over the low grounds.

From these observations it will appear that throughout the first division, there are no obstacles that came near what are considered difficulties in the rise and fall of the route. It is worthy of remark that the granite formation of rock entirely disappears after passing A, and sand-stone in loose detached masses is found. The 2nd Division presents a tract of good land for cultivation, rising gradually from Eel River to the Houlton road, but not exceeding 16 feet per mile, from thence to the South branch of the Meduxnekie is an almost imperceptible descent. This stream may be easily crossed at several places, having level banks with lamellated masses of slaty rock; but we would advise that the North branch should be bridged at the boom, where the river is about 40 feet wide with level banks from 4 to 6 feet high. The depth of water is 3 feet with a flat gravelly bottom.

A strong desire was expressed at Woodstock that the Rail Road should approach the Shire Town, and a practicable route was pointed out to us, but we did not consider ourselves authorized to depart from our line to examine it.

It may be a matter for future consideration whether certain advantages would not be reaped by turning the route through this place, or whether a branch road may probably be formed,

which would answer the desirable purposes contemplated by the people.

From the Meduxnakik to Presqu'isle, the lands are covered with fine mixtures of hard and soft wood, and extensively settled. A series of small hills stretching Southeasterly and Northwesterly, occupies this extent, between which the route may pass in valleys up a gentle ascent to Starrett's lot, and then descend easily to the Presqu'isle. A noted situation on the river commonly called the Basin, was generally thought the best place to pass, but we found we could not avoid a high range to the South, and fixed on an opening up stream, where the river is 6 rods wide, 2 feet deep, bottom flat rocks, and rise of freshet 6 feet. From hence by the farms of John, Henry and William Cronk, we experienced some difficulty; but by making the bend represented in the map, no material obstacle was met to the end of the 2nd division.

3d Division: Having ascended Mars hill to the place of an observatory formerly erected by the Boundary Line surveying party, under the Hon. W. F. O'Dell and Colin Campbell Esq., but which had been wantonly burnt down a short time ago, we there obtained an extensive view of the surrounding country: The Palfrey Mountains and Prospect Hill which we had seen from St. Davids, were easily distinguished by means of a good telescope, and our route from Eel River to the last station was plainly recognized, so that the conclusions we had come to in the progress of our examinations were now confirmed. We had also a clear open view to the Westward, and observed a continuous tract of low, level softwood land, stretching almost from the foot of the mountain in the direction we were desirous of proceeding in, for fully 15 miles, and from 1 to 3 miles wide. This favourable stretch is bounded by a succession of hills, which occasionally indent the level, but not so as to obstruct the route from passing through it nearly in a straight course due West. Beyond the distance mentioned, a number of detached hardwood hills appeared, and still further off a blue ridge was seen, over which a conical mountain, evidently of great height, formed a remarkable object. From a comparison with the distant Palfreys, we rightly judged this sharp peak to be West of the Restook, and it turned out to be that marked on the map as Mount Saul. We descended to the Northward of Mars Hill at M. and proceeded to explore the line laid down

Magnetically North 70 West, in which there is no deviation from the level perceptible to the eye, unassisted by an instrument. From Hazel Hill to N there is a uniform rise, and thence to the Restook, a gradual fall. The Restook by Mr. Odell's Survey rises over the River St. John at the mouth of the Restook 334 feet in 110 miles. The route passes the Restook 55 miles above its mouth, and if the fall from where the line passes the Presqu'isle to the St. John be equal to the fall of the St. John, from the Restook to the Presqu'isle (which is conjectured to be the case) then the pass at Restook cannot be more than 6 or 7 feet in a mile over the pass at the Presqu'isle, and consequently much less from Mars Hill to the Restook. The country along this division exhibits a great variety of growths; many hardwood ridges rise among the low soft wood lands; an admirable tract lies at M M, and beyond Hazel Hill to the Restook are numerous hills, particularly to the North of the route, covered with the best description of timber, among which is some oak, and well calculated for cultivation. The rocks consist of granitic and silicious formations, but are not abundant on the surface even of the elevated lands. An extensive sheet of water called the Squaw Pond, and represented in Greenleaf's map to empty North of our line into a branch of the Restook, we ascertained to empty south of our line into the main Restook.

4th Division. The Restook, where the route passes, is 10 rods wide, with level banks and a rapid current, 4 feet deep over a hard flat bottom; the freshets rise 8 feet, overflowing the intervale on the north side for about five rods back, so that besides the bridge a considerable length of causeway is required, to reach beyond the low lands. The tract to the North of the Big Machias is very level having a growth of pine, spruce and balsam of gilead, with occasional patches of hard wood. The stream is moderately quick with few rapids, with many intervale Islands and stretches of low grass lands. We observed very few Hemlock trees to the West of Mars Hill and none whatever after crossing the Restook.

The surface is considerably broken after passing the Machias, and the line must pass to the North of Mount Saul into a valley through which it will be necessary to keep its level on the side of the hills forming its Northern boundary, as this valley is lower than the lands West of Lake Caroline. From Prospeet Peak looking back we discovered immense ranges

of mountainous tracts stretching North and South of Mount Saul, with no appearance of a pass but the one we had adopted. To the West lies a long extent of soft wood land, nearly level to the eye in the direction of our route, bounded by broken eminences on the South, and rising from them in shelving masses until they form hilly ridges on the North.

The range enters the gorge of a pass and goes up a deep valley hemmed in by steep hills containing great quantities of good slate, the fissures of which appear through the surface in strata perpendicular to the base. A rise of land at R, divides the Restook waters from those of the Allagash. At this place there is a rise for 20 miles, but not to a height that will affect the route. There are many well-wooded eminences scattered around, and we observed that the finest cedars grew among hardwood on the heights.

From hence to the Susquacook the descent is apparent, the greatest fall being about 20 feet per mile from RR to the stream at S. This branch of the Allagash is 3 rods wide with low banks and a rocky bottom. Beyond S to T is an easy descent, and thence to the Allagash at V, there is a small rise. The river here is about 7 rods wide between banks 6 feet high, with 2 feet of water, and a strong current over an uneven rocky bottom.

5th Division. The whole tract West from the Allagash to the St. John is an extensive flat, spreading to a great distance on both sides of the route, particularly to the Southward, the only perceptible ascent was at V V, from whence to the Saint John it appeared an elevated plain, without a hill or eminence in view on the South and very few Northerly.

The growth is cedar, spruce and fir, with some scattering pine, white birch, and a few small strips of hardwood. The soil appears deep and black in the cedar, and yellow in the other growths, and free from stone. The whole is evidently what is called a second growth of wood, and the land by no means bad although rather wet, and no large brooks. The St. John, where the range crosses, is 20 rods wide, with banks 8 feet high, to which height nearly, the freshets appear to rise: the stream is lively but not rapid, and from 1 to 3 feet deep flowing over a flat rocky bed.

The 6th Division possesses the same characteristics as the 5th as far as W, at the South west of Musk Lake; beyond which the land begins to rise gradually to Y at Spruce Moun-

rain; but where the line is marked on the map, no impediment to the construction of a road is encountered. From the peak of the northernmost of the Three Hills, the declivity shelving down to the St. Lawrence, and the light azure heights on its banks were seen, but the view was shut out from the South west. From Spruce Mountain, hills and rugged lands were discovered for several miles South of a valley which appeared about North-west, and the lands gradually descending in that direction. Hills were also seen apparently extending North easterly and Southwesterly. We then went North east 1-2 mile or thereabout, to a branch of Big Black River; thence proceeded on it to the St. John and thence home. From Spruce Mountain to Otterbrook, we could not discover any continuous chain of high lands, but such as were separated by valleys; and from the make of the land, it appeared as if the streams passed each other in different directions as they flowed from these hollows to the St. John and the St. Lawrence.

On reviewing the whole explored route, we do not hesitate to express our opinion that no obstructions exist that can impede the formation of a Rail road. That a great portion of the lands through which we passed are fit for settlement, and that we met no burnt tracts whatever.

By our descriptions it will be found what materials are offered for the construction of the road, and that the grading is less difficult than is generally found in so long a route.

All of which is respectfully submitted.

GEO. N. SMITH.
C. R. HATHEWAY.

It should be remembered that the Association directed their exploration to proceed no further than the head waters of the St. John near the Canada line, in consequence of the previous reconnaissance of Capt. Yule, which terminated in that vicinity; as it considered that no further information was required to establish the undoubted practicability of the route.

In order however, to render the subject more plain and satisfactory, extracts from Capt. Yule's report to Lord Aylmer on his reconnaissance of a route to Portland in the State of Maine are here introduced:—

"It now remains to be considered whether the route proposed above is the best for Lower Canada; it certainly appears so in point of the expense of executing it, but the occasion is favorable for taking a more extensive view of the subject than

merely opening a road to the frontier. There can be no doubt that, whatever may be the route now adopted, there will be branches to other portions of the country, not only in the State of Maine but in Canada, and it should not be lost sight of that a more easterly course would lead near the adjoining Province of New Brunswick and Halifax, whence, as is well known, it has been projected to establish a communication by steam with Valentia in Ireland.

From the Etchemin Lake there is said to be little difficulty in reaching the source of the St. John River."

No. 6.

Resolutions passed in the House of Assembly of New Brunswick.

Resolved, That the establishment of a Rail Road between the Port of St. Andrews in the Bay of Fundy, which is open at all seasons of the year, and the Port of Quebec, would promote the settlement of the Country, greatly facilitate the intercourse and extend the interchange of commodities between the British possessions in America, increase the demand for British Manufactures, afford facilities for the conveyance and settlement of Emigrants, and be the means of giving additional employment to British shipping.

Resolved, That for the foregoing reasons, and with a view to facilitate the important objects of the St. Andrews and Quebec Rail Road Association, this House has passed a Bill authorising a Company to construct such Rail Road, as far as the Canada line, in the full confidence that the Legislature of Lower Canada will pass an act with similar provisions authorising such company to extend the same to Quebec.

Resolved, That an humble address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to transmit the above resolutions to the Secretary of State for the Colonial Department as the opinion of this House, and praying also that His Excellency will be pleased to recommend the subject to the favorable consideration of His Majesty's Government.

Resolutions of the House of Assembly of Nova Scotia March 11, 1836.

Resolved, That it is the opinion of this House, that a Rail Road between St. Andrews in the Province of New Brunswick, and the Province of Lower Canada, as contemplated by the petitioners, will promote the settlement of the country, facilitate the intercourse between these Provinces and the United Kingdom, extend the interchange of commodities between the

British Possessions in America and increase the demand for British Manufacture.

Resolved, That for the foregoing reasons it is expedient to promote the views of the St. Andrews and Quebec Rail Road Association, and therefore that a Committee be appointed to wait upon His Excellency the Lieutenant Governor and respectfully request that he will be pleased to transmit these resolutions to the Secretary of State for the Colonies as the opinion of this House and recommend the subject to the favorable consideration of His Majesty's Government.

Ordered that Mr. Steward, Mr. Smith, and Mr. Chipman, be a Committee for the above purpose.

JOHN WHIDDEN, Clerk.

No. 7.

Extract from the Report of the Committee on Rail Roads to the Legislature of New York, on the bill to authorize a loan of credit of \$3,000,000 to the New York and Erie Rail road Company.

"Your Committee are, however, aware that many of the public works now in progress in the western States, and to accomplish which the governments of those States have made such large and liberal appropriations, are designed to connect with the works of this State, and that most of them have been originated with the direct object of an ultimate connection with the New York and Erie railroad. But there are others particularly those of Virginia, Maryland and Pennsylvania, which are in their conception and progress, purely of a rival character. The streams of the western valleys, and the canals of Pennsylvania, Ohio, &c. are navigable for several weeks earlier in the spring, and later in the fall, than the canals of this state, and the railroads of those States, rapidly increasing in numbers and extent, may be used at all seasons of the year. To those western waters, to those channels of communication which we have regarded as the outlets and tributaries of our commerce, Pennsylvania, and Maryland, and Virginia, are pressing forward with rapid strides. To this great object the energies and resources of Pennsylvania have been especially directed. Aided by a gigantic monied institution, with which she has formed a recent alliance, her efforts are continued and increased, with a determined zeal, if not with a sound discretion. And however disreputable and ultimately dangerous we may deem the means to which she has resorted to accelerate the accomplishment of her object, we should not close our judgment to the conviction that unresisted, they are adequate to the end in view. "Money is power," and when auxiliary to ambitious designs and inveterate rival interests, can only be successfully counteracted by

the persevering efforts of honest enterprise, of virtuous and patriotic energies. We may raise the voice of indignation, we may point the finger of reproach, but these expressions will avail us little. If the government of this State, to which the people have been taught to look for aid in these matters, remains indifferent, or worse than indifferent, to the rivalries that threaten us; if it not only refuses to lend or contribute its resources, but withholds its countenance and encouragement from the patriotic exertions of its citizens, what must be the natural, what the inevitable, consequences?

But, fortunately, as your committee believe, this State is not called upon to put forth any extraordinary exercise of its power or to make any corresponding appropriation of its resources. The way is plain, and free from difficulties or dangers. It demands but the improvement of natural advantages. It claims but the exercise of that spirit of liberality and patriotism which have hitherto prevailed in our councils. The New York and Erie railroad, not merely in its ultimate, but by its speedy completion, covering as it will, the whole contested ground, cannot fail to secure the anticipated advantage of those improvements which other States in the spirit of kindness and reciprocal intercourse are extending towards us, and to counteract the tendency and design of those works, the original object of which was to draw from this State its deeply cherished commercial advantages. Passing for seventy miles through the valley of the Delaware, traversing the broad valleys of the Susquehanna and its tributary streams, touching upon the head waters of the Allegany, and connecting with that noble expanse of inland waters, Lake Erie, at a point where its navigation within this State is for the shortest period obstructed by the ice of winter; this railroad must not only be the medium through which incalculable amounts of merchandize will pass from the city of New York to the far, the fertile and rapidly populating west, but must render tributary to it those channels of communication which would otherwise divert the trade from our southern and Western counties, supplying through those channels the northern and middle counties of Pennsylvania with the merchandize, the salt and plaster of this State, and drawing to our pockets in return much of the coal and other products of those regions.

"Without, therefore, entering into further detail or illustration at present, the committee repeat their conviction, that this enterprise, from its magnitude and extent, and the important results which must flow from it in a commercial, physical and moral point of view, is worthy of the recognition and patronage of the State, as an important branch of its system of internal improvements. And they concur with his Excellency the Governor, that "the mode and amount of the assistance which the State ought to contribute towards the accomplishment of this work, deserves our mature

deliberation, uninfluenced by any other views than such as are inspired by a comprehensive regard for the public good."

No. 8.

SCHEDULE

Of probable cost in constructing the proposed Rail Road from St. Andrews to Quebec:

Grading 250 miles the presumed distance at \$5000 per mile.	£212,500
Making the Road and putting down Rails for a single track with turn-outs &c. at \$7000 per mile.	437,500
Whole estimated cost	£750,000

Although the above sum of £750,000 is deemed ample, compared with estimates for Rail Roads in the United States, the Association, nevertheless, thought it safe to allow for contingencies in addition thereto

Making in the aggregate	£1,000,000
Or Sterling	£888,889

An extract from the Report of the highly respectable Engineer employed to survey the route for a Rail Road from the Hudson River to Lake Erie is here submitted to show the liberal scale of the Association's estimate, being upwards of \$2000 more per mile.

"The total amount of linear extent from the Hudson river to Lake Erie will be 483 miles, which distance may however be shortened from 10 to 15 miles by alterations in the route which may be found desirable upon a further survey. The curves upon the roads are generally easy, none of them having less than 500 feet radius.

"The graduation of the road has been estimated throughout, for a double track including embankments in all cases of solid earth, and embracing all necessary bridges viaducts and culverts together with the grubbing and fencing, comprehending in fact the whole cost of the road, except that of superintending, of the damages (if any) to be paid for the land to be taken, and the expenses of the Engineer department.

According to the report of Mr. Seymour, the expense of graduation, thus estimated, for 222 3/4 miles between the Hud-

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son river and Binghamton will amount to \$1,351,982, being \$6,968 10-100 per mile; and according to the report and estimate of Mr. Ellet the expense of graduation thus estimated for the remaining 260 1-4 miles, will be \$1,165,536, being \$447851-100 per mile. Total graduation of the 483 miles \$2,717,518, or \$5,626, 83-100 per mile including fencing, clearing in timber land 100 feet on each side (to prevent trees falling on the road,) and also all bridges over rivers, viaducts, culverts, road crossings, &c. &c.

Cost of grading as above
add 10 per cent. for contingencies.

\$2,717,518
271,518

\$2,989,260

"The cutting and embankments are all 25 feet wide, and the slopes of the embankments are one and a half base to one perpendicular. This I consider as a permanent and solid form, and calculated for stability.

"The expense of superstructure will vary according to the particular plan which shall be adopted.

"I have caused cross sections of several different roads now completed to be drawn, some which I think well adapted to the country through which the road will pass, for 400 miles, if a wood and iron road is adopted—there may be seen marked No. 5. That marked No. 2, is also of wood and iron, and is the common road as now built between Schenectady and Ballston, and such as will be built between Schenectady and Utica.

"Such a road as No. 2, if built of yellow pine and oak or chesnut, will cost in Orange or Rockland about 2830 dollars per mile.

"Such as No. 5, will cost about 3,400 dollars per mile.

"Such as the Camden and Amboy, and the Columbia and Philadelphia Road, cost 10 to 12,000 dollars per mile.

"The Petersburg and Roanoke cost about 2600 dollars per mile, as I have been informed.

"These are all for a single track with one turn out or siding to each mile.

"If the sum of \$3,400 per mile be taken it amounts to

1,642,200

\$4,631,460

"Add for Engineering &c. 3 per cent on 4,639,718.

139,791

Total,

\$4,769,260

"This sum will grade and bridge over rivers the whole road for two tracks, and put down one track; which is all that ought to be done, until the road is travelled nearly its whole length; and this also includes the inclined plane and steam power to operate upon it, and also a long and expensive wharf into the Hudson River.

"These estimates are, in my opinion, liberal, and such as will make an excellent road, and, as I have before observed, there are many places where a great reduction might be made in the expense by a small alteration of the grade. There are also very great reductions which may be made in the out-lay of capital in the construction of this road, by making timber work in many places where I have made calculations of earth embankments.

"There is no doubt that when a final location of a working line shall be made, the Engineer would be able to make small variation, in the line which would very greatly reduce the expense. I make these remarks to show that there is no doubt in my mind of the estimate being amply sufficient for grading the road.

"The bridges over the large rivers, I have also estimated higher than they will cost, if only built without regard to roofing or otherwise protecting them from the weather. I have considered and planned these bridges to be only 16 to 18 feet wide, and so formed as to have a double track over them, but that so fixed as that loaded trains of cars cannot pass each other on those large bridges. I did not think so much weight, as two trains of loaded cars passing different ways, ought to be permitted to pass on a bridge at the same time. It would perhaps bring 50 tons or more on it at the same moment, which is improper, unless in one long extended train.

"I have also estimated one turn-out or siding to each mile. If locomotive power is used on the long easy grades before mentioned, these turn-outs ought to be dispensed with, and only placed at every 5 to 10 miles, as they are found extremely troublesome when locomotive power is used, owing to the carelessness and inattention in leaving them open, when they ought to be shut. I find that on Rail roads now in use, the test of experience has shown it necessary to take up turn-outs which had been placed every mile, and only place them once in 10 miles, and that at the water stations for the locomotive, and in this case the man who attends the water stations sees to the turn-out being in its place whenever the cars are coming in sight.

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"In making the estimate, I have put down the item of fencing and also clearing away the timber on each side of the Railroad for 100 feet wide, to prevent trees from falling on the road.— These items are of that kind that in many instances there may be arrangements with the owners of property to save some part of the estimated cost "

SCHEDULE

Of the probable amount of Annual Income as estimated *pro forma*, for the transportation of Merchandize, Passengers, and various Products on the *proposed* Rail Road from St Andrews to Quebec:

<i>Imports to Quebec.</i>		<i>Exports from Quebec.</i>	
West India Produce estimated at	£ 5,000	Flour and provisions estimated at 110,000 bbls at 3s per barrel.....	£16,500
European Manufactures and Merchandize estimated at 1.3 of import exclusive of Heavy Goods	10,000	Wheat, Barley, Oats, Bread, &c.....	10,000
Passengers averaging 15s per day for 260 days at 50s each.....	15,600	Staves, Ashes and miscellaneous articles.....	10,000
Gypsum and miscellaneous articles, equal to 50,000 bbls. at 5s.....	12,500	Passengers averaging 15s per day; 260 days at 80s each.	15,600
Emigrants uncertain, probably £10,000; but say	5,000	Amount from exports....	£52,100
		Amount from imports brought forward.....	48,100
			£100,200
Amt. from imports... £48,100			

To and from the intermediate Country.

100,000 tons Deals, Timber, Boards and Plank, —half less than the average estimate, at 7s 6d per ton.....	£37,500
Shingles, Staves, Saw Logs, Scantling, and other dimension Lumber.....	7,500
Provisions, Goods, Passages, &c, for settlers and operatives.....	6,300
	£51,800
Probable Income... £151,500	
Equal to... £184,667 <u>avg.</u>	

Allowance for carrying Mails, and other items, not included in the estimate.

Copy of the Association's Petition to His Majesty for aid, &c

TO THE KING'S MOST EXCELLENT MAJESTY.

The humble Petition of the St. Andrews and Quebec Rail Road Association.

SHEWETH:

THAT Your Petitioners, firmly impressed with a conviction of the practicability of opening a Rail Road communication from St. Andrews, in your Majesty's Province of New Brunswick, to Quebec in your Majesty's Province of Lower Canada, did, in the month of October last, form themselves into an Association for the express purpose of bringing that desirable measure before the public, thereby to enable it to form a correct estimate of the incalculable benefits to be derived therefrom.

That they immediately submitted the object of their Association to His Excellency Sir Archibald Campbell, your Majesty's Lieutenant Governor; who was pleased to approve the same, in decided and gratifying terms.

That in a short time, thereafter, they also submitted the scheme to His Excellency Earl Gosford, your Majesty's Governor General in Chief; who likewise was pleased to approve the measure and their proceedings, in the most unqualified manner.

That they caused a party, consisting of surveyors and other men, having a knowledge of wilderness country, to explore the contemplated line of Road; who, after great diligence and care, have reported favorably thereon.

That they conceive, that the completion of the proposed Rail Road from St. Andrews to Quebec, as aforesaid, would be of great national importance; inasmuch as it would connect and consolidate your Majesty's North American Provinces; open a direct and certain communication between them at all seasons of the year; improve and bring into action many inaccessible resources; extend the trade and commerce of these growing colonies, and secure the same to the interests of your Majesty's Empire; which otherwise must, in part, be diverted to other countries; more especially the extensive and increasing trade of Upper Canada, which will be almost wholly engrossed by the internal improvements now rapidly

for aid, &c.

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advancing in the United States, and which the contemplated Rail Road alone can counteract.

That St. Andrews has an open winter-harbour, peculiarly and advantageously situated for shipments to, and from, all your Majesty's possessions.

That the expense of constructing such Rail Road would be too great to induce individuals to undertake it, without the patronage and encouragement of your Majesty's Government.

Wherefore Your Petitioners humbly pray, that your Majesty will be graciously pleased to take the premises into your Royal consideration; and direct the construction of a Rail Road between the Ports before-named, or extend to your Petitioners such protection and aid as shall seem to your Majesty, in your wisdom, meet; and your Petitioners, as in duty bound, will ever pray :—

James Allen Esq., Member of Legislative Council of New Brunswick—Chairman.

Thos. Wger, M. P. P. Deputy Chairman.

H. Hatch,

J. Wilson,

J. Rait,

S. Frye

J. McMaster,

} Committee of Management.

Ward Chipman, Chief Justice of New Brunswick

Wm. Rotsford, Judge of Supreme Court

Wm F. Odell, Secretary of the Province

Thos. Baillie, { Member of the Executive & Legislative
Council & Commiss. of Crown Lands.

G. F. Street, { Solicitor General and Member of the
Executive Council.

Geo. Shore, Member of the Legislative Council

C. J. Peters, { Attorney General and Member of the
Legislative Council

Joseph Cunard, Member of the Legislative Council

Chas. Simonds, Speaker of the House of Assembly of
New Brunswick.

} Standing Committee.

Copy of the Quebec and Montreal Petition to His Majesty ; which was also signed, in extension, by individuals generally throughout the Province of New Brunswick.

TO THE KING'S MOST EXCELLENT MAJESTY.

The Petition of the undersigned Inhabitants of the cities of Quebec and Montreal in the Province of Lower Canada.
HUMBLY SHEWETH,

THAT from the geographical position of the Sea Ports of Your Majesty's Province of Lower Canada and the Commercial relations therefrom arising ; these Ports naturally form important links, connecting Your Majesty's possessions upon the Grand Lakes, with the Trade and Fisheries of the Gulph of St. Lawrence and with Your Majesty's possessions in the West Indies.

That the early and long interruption of the River St. Lawrence in this Province of Lower Canada, proceeding from the extraordinary severity of its climate, is a natural obstacle to the free interchange of commodities between these possessions of Your Majesty, impeding that close connexion between this Province and the Provinces of New Brunswick and Nova Scotia, which it is so desirable should be promoted.

That the making of a Rail Road from the Port of Quebec to the Port of St. Andrews in the Bay of Fundy, which last port is open during all seasons of the year, would secure at all times a free access to the Market for the agricultural products of your Majesty's extensive territories in the Provinces of Upper and Lower Canada, and facilitate the commerce between these provinces and your Majesty's possessions in the West Indies and elsewhere.

That these considerations relating to the commerce of these Provinces and of the Empire, are surpassed in importance by other consequences which the opening of the Road would produce. The extensive forests between your Majesty's Province of Lower Canada and that of New Brunswick, heretofore operated as a barrier separating these Provinces more from each other than either is separated from those portions of the United States of America, which are contiguous to each, and rendering them entirely alien to each other. Vast tracts of the land of these forests are inaccessible to human industry,

and unproductive either for the purposes of Commerce or Agriculture.—The opening of a Rail Road through the territory in question, would afford a large field for productive industry, provide a market for labor for Emigrants, inasmuch as to the industrious portion of them, means of obtaining in the first instance a livelihood, and afterwards permanent possessions in land and habitations with the increase of their means, new consumers of British Manufactures within the British Empire, to be paid from the rude productions of the earth, affording a refuge and a large field for the superabundant population of the British Islands, and thereby uniting and consolidating in one large interest the whole of these your Majesty's Provinces of British North America.

Wherefore Your Petitioners humbly pray that Your Majesty will be graciously pleased to extend your Royal protection to your Petitioners in the premises, and afford to them such aid as shall seem to your Majesty in your wisdom, meet;—And your Petitioners, as in duty bound will ever pray.

As much has been said respecting the obstructions from ice and snow to Rail Roads in our climate, and as such objections have now been proved not to exist; an article from the Baltimore Gazette, on this subject, is here given as a satisfactory refutation of all the arguments and surmises that have been advanced against the projected one from St. Andrews to Quebec, on that ground.

The Baltimore and Ohio Rail Road, including the Branch at Washington, has been in operation from its first opening, in all kinds of weather, notwithstanding the unfavorable nature of the route, passing as it does through many deep cuts, narrow defiles and along almost perpendicular cliffs at great elevation, where snow-driits and ice accumulate in much greater masses than in any open country. We have seen it stated that more than one thousand men are now employed on the Camden and Amboy Rail Road in removing the snow.—Now the Baltimore and Ohio Rail Road has been kept open by machinery invented expressly for the purpose, by which not only snow but solid ice is effectually removed, so that the engines and trains of passengers can advance at the rate of eight or ten miles an hour under the most unfavorable circumstances. As pioneers in the construction of Rail roads in the United

States, the Baltimore and Ohio Railroad Company deserve the thanks of the whole community for this great achievement, for it goes to establish the important fact that Railroads can be kept open and in full operation in all kinds of weather, by the timely application of the proper machinery. The machinery above referred to, consists of a snow plough which effectually removes the snow, and a *drag* which rips the ice from the rails even when two or three inches thick, so that the engine and passenger trains can always pass; and as full evidence of the efficacy of the plan here in operation, we need only repeat that the trains of passenger-cars to and from Washington and Baltimore, have never since the opening of that road, lost a *single trip*, though more unfavorable weather, so far as ice, snow and sleet are concerned, perhaps never occurred in this climate than has been experienced since that road has been in operation.

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